

Four-Star-40 “Sport” Pylon Race
Revised February 15, 2017 in red
Previous Revision October 3, 2012

INTENT: An entry-level sport pylon race that will encourage sport pilots, with a **readily available** sport plane to race. To have a low pressure racing atmosphere and when the racing is over the same planes can be “sport flown” every day.

PLANE: A Sig 4-Star 40 **built from a kit, Four-Star 54 EG, or a Value Hobby Stylus 60 are legal.** The **kit** plane must be built per the **kit** plans. A minimum ready to fly weight of 4-3/4 pounds, without fuel is required. The ARF Four-Star 40's are legal including the wheel pants. **The Sig kit version and Value Hobby Stylus 60 may have the outer bay of each wing cut off, and the canopy recut to a lower profile like the Four-Star 54 EG.**

ENGINE: In order to keep the aircraft as evenly matched as possible and as simple as possible, the following engine rules will apply:

ENGINE TYPE: A stock **.40 to .46 cu. in. engine is required. NO tuned mufflers/pipes. The original expansion chamber muffler that came with the engine must be used.** Altered or “High Performance” engines will NOT be **allowed.** Engines **are** to be mounted upright. **Engine may be lowered ¼” to help prevent sagging in the turns.** Engine must be able to idle, and be shut off by radio control

PROP: Only a Master Airscrew 10 X 6 will be used.

FUEL: Each pilot must furnish his/her own fuel not to exceed a standard 15% Nitro mix.

RACING:

- 2 Pylons are to be 660' apart. The race will be started with a flying start. The CD/starter will call out loud that a 10 second out loud countdown will begin now, and at the end of that countdown to zero the race begins. **Aircraft only have to fly the distance; they** do not have to go around the pylons. Cut judges are instructed accordingly. All aircraft are to be behind (or left side of) the Start/Finish line at the start of the race. Any aircraft seen ahead of that line will be given 1-cut at that time, just as if they cut a pylon. 10 laps are to be flown. **If possible there will be 4 planes in each heat, as determined by the number of entries, and if the matrix allows.**
- The CD can require a safety flight. If during the course of the race unsafe conditions are evident, the CD will not allow an aircraft to continue if it cannot be safely flown & controlled at all times.
- First place in the heat will receive 4 points; second place will receive 3 points, third place – 2 points, and fourth place – 1 point in a 4 plane heat. If a 3 plane heat is flown then first place receives 3 points, second place 2 points, and third place 1 point. If a pilot crosses the Start/Finish before the sound of the horn or cuts one pylon he will receive only 1 point. If a pilot cuts two or more pylons, he will **receive no points** for that heat. If a pilot cuts any pylons, he is automatically put in last place and any pilots behind him that did not cut will advance one place in the standing. **For example:** If a pilot in first place cut one pylon and the rest of the heat didn't cut any, the second place pilot gets 4 points, the third place gets 3, the fourth place gets 2 and the first place pilot gets only 1 point. **When** a pilot receives 2 cuts he **MUST** pull up & out of the **race course.** Anyone that refuses to do so may be disqualified at the discretion of the starter.
- When a cut judge calls in a cut for example he/she says “cut blue”, the CD/starter will respond “cut blue” to show acknowledgement of the cut back to the cut judge. The CD/starter will call out loud “cut blue” so that all pilots can hear the call. Radio traffic should be as brief as possible to preclude “walking” (talking over) on another incoming call.
- Pilot stations assigned according to matrix.
- Any pilot flying a plane behind the flight line will receive a warning. **A second instance will result in a Black Flag and pilot will receive a “0” for that race.**
- Ties will result in a fly-off unless there is a frequency conflict, or a flip of a coin will decide the winner.
- Any disagreements with a call, or cut, must be discussed with the starter. If the starter asks for assistance, the CD may be involved as well. Anyone caught harassing a Lap Counter or Cut Judge will be given a Zero, or disqualified
- The starter will judge mid airs on an individual basis. If air-worthiness and safety are questionable, the pilot will be asked to land. The heat may be re-flown at the starter's option.

GOOD SPORTSMANSHIP IS A REQUIREMENT!